



DET NORSKE VERITAS  
SURVEY REPORT  
(PRELIMINARY)

Rev. 0.5

DNV id. no. <b>21561</b>	Order no. <b>53150035</b>
Survey requested by <b>OWNERS REPRESENTATIVE</b>	

Name of vessel <b>NORWEGIAN DAWN</b>	Name of owner <b>NORWEGIAN DAWN LIMITED</b>
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**TEMPORARY REPAIRS AFTER HEAVY WEATHER DAMAGE**

**Scope of Survey**

This is to confirm that the undersigned surveyor was requested to carry out the following surveys:

Survey of Miscellaneous Items - Heavy weather damage

**Survey Result**

This is to certify that the following surveys have been carried out:

**Periodical Surveys / Occasional Surveys**

Code	Vessel surveys	Survey
MSC	Survey of Miscellaneous Items - Heavy weather damage	Completed

**Conditions and Memoranda - Given**

**Due Date**




**Survey of Miscellaneous Items**

CC

The following items are to be dealt with:

2005-07-16

1. Distorted frames and stiffeners deck 8 underdeck structure, approximately frame 380-390, SB side to midship area, to be permanently repaired.
2. Watertight door, deck 8 forward at frame 377 to be permanently repaired.
3. Temporary repaired bridge windows, slightly set in, center and PS of center, to be permanently repaired.
4. Windows in passenger cabins 9502 and 10502 to be permanently repaired.

Station JACKSONVILLE	Place of survey CHARLESTON, SC USA	Survey started 2005-04-16	Survey completed 2005-04-16	Stamp 
Lead surveyor's name DEJONG, CORNELIS JAN HERMAN	Lead surveyor's signature 		For MTP use only	
Surveyor's name	Surveyor's signature 			

If any person suffers loss or damage which is proved to have been caused by any negligent act or omission of Det Norske Veritas, then Det Norske Veritas shall pay compensation to such person for his proved direct loss or damage. However, the compensation shall not exceed an amount equal to ten times the fee charged for the service in question, provided that the maximum compensation shall never exceed USD 2 million. In this provision "Det Norske Veritas" shall mean the Foundation Det Norske Veritas as well as all its subsidiaries, directors, officers, employees, agents and any other acting on behalf of Det Norske Veritas.

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CA      The following items to be dealt with:

1. Prior to carrying passengers in cabins 9502 and 10502 the damaged windows, B-Class bulkheads, and B-class door of cabin 10502, as well as B-Class ceiling panels to be permanently repaired. Smoke detectors, sprinklers, and PA system also to be verified in order.
2. Missing railings of forward balcony cabins deck 9 and 10 to be repaired prior to allowing passengers on the balcony.
3. Forward anchor light to be repaired, in the meantime a temporary light to be installed when anchoring at night.

2005-05-16

## Survey Observations and Findings

### Survey of Miscellaneous Items

**Heavy weather damage temporary repairs**

The master reported the vessel was hit by a large wave while en route to New York in the Atlantic ocean. Upon survey the following items were found:

1. Passenger cabin #9502 forward window broken, cabin flooded damaging the B-Class ceiling panels and corridor B-Class bulkhead panels.
2. Passenger cabin #10502 forward window broken, cabin flooded damaging the B-Class ceiling panels and corridor B-Class bulkhead panels as well as B-Class cabin door.
3. Railings missing of center forward balcony cabins on deck 9 and 10.
4. Watertight door on deck 8 forward at frame 377 was found buckled, including door frame, and was inoperable with gaps showing on all sides.
5. Forward anchor light sheared off and missing.
6. Forward section of deck 8 (mooring deck below), approximately frame 380-390, was distorted from the SB side to midship area with buckled frames and stiffeners.
7. Bridge windows, forward center and PS of center, slightly set in.
8. Low location light in passenger cabin area on deck 9 and 10 flooded approximately from frame 293 - 350.
9. Both forward jacuzzi's damaged and exposing pipe penetrations.
10. Both AC intake silencers on PS and SB on deck 8 forward damaged and removed. Note that the AC intake chambers are fitted with drains and preventing water from entering the AC ducting below on deck 8 and need not necessarily be fitted with intake covers.

Temporary repairs carried out:

1. Both broken windows of cabin 9502 and 10502 were sealed by installing 6 mm steel plate, reinforced with sufficient stiffeners, and welded in full.
2. The watertight door on deck 8 forward was removed and the opening blanked off with a 6 mm steel plate, reinforced with sufficient stiffeners, and welded in full.
3. Bridge windows were resealed in place, thick plexiglass fitted in front to the external intact window frame, and found acceptable.
4. Forward jacuzzi pipe penetrations were sealed.

A condition of class has been issued requiring permanent repairs to be carried out.

The Low Location Light decks 9 and 10 forward approximately frames 293-250 was tested and confirmed in good working order. Due to possible (salt) water contamination these areas it is recommended the LLL lighting in these areas is tested more frequently for a limited period to ensure reliability and functionality.

The shattered windows in cabins 9502 and 10502 may be contributed to floating debris hitting the windows rather than actual water pressure, as adjacent cabins were not affected but were subject to similar water pressures. It is recommended to consider, with DNV, if window shutters shall be provided for the cabins in the front.

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